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UGH TICKETS FROM LOUISVILLE
NEW ARRANGEMENT.
 5. *Commencing Monday, July 16. 1855*
Little Miami Railroad,

VIA COLUMBUS.
 DAILY EASTERN TRAINS AT 6 A.M., 9 A.M.,
 10 A.M., AND 6 P.M.
 Quickest, Shortest, and Most Direct Route, both
 to and from Cincinnati and the East.
 LAD WITH HEAVY T IRON.
 Traveling Passengers dine at Zanesville. Pitts
 Passengers dine at Crestline. Dunkirk

ACH AND EVERY TRAIN The Little Miami route runs into the Depot of the Shore Road at Cleveland. The Shore Road is "a very fine order," says a heavy Iron, "remarkably smooth, and comparatively free from dust." Being the shortest and most direct route from Cincinnati to the East, the time is so short that it is possible to make *fast time* for cars and passengers have *full time* for meals. Who take this route East will be sure to return on the same route makes the quickest time both to and from Cleveland with ease. Connections are made with the Express leaves Cincinnati at 8 A. M. for Cleveland in advance of any other train. The Express arrives at Cincinnati at 2:45 P. M. and leaves Cleveland fifteen minutes later, and arrives at Buffalo passengers dine at Cleveland.

Final fifteen minutes earlier than any other route.
 CINCINNATI to CLEVELAND in 8½ hours;
 CLEVELAND to CINCINNATI in 8½ hours.
THE VIA LITTLE MIAMI ROUTE
 From Cincinnati to
 COLUMBUS in 3½ hours;
 CLEVELAND in 8½ hours;
 DUNKIRK in 14½ hours;
 BUFFALO in 16 hours;
 ALBANY in 26 hours;
 NEW YORK in 29½ hours;
 BOSTON in 38 hours;
 CRESTLINE in 6 hours;
 PITTSBURG in 14 hours;
 PHILADELPHIA in 30½ hours;
 WHEELING in 12 hours.

Five Daily Trains.—Cleveland, Pittsburg, Steubenville, and Young's Lightning Express leaves Cincinnati at 7:30 a. m. for Columbus, Cleveland, Erie, Buffalo, Albany, New York, and Boston; Crestline, Philadelphia, New York, and Boston; Philadelphia, Baltimore, and New York City. The Little Miami is the eastern depot at Cincinnati.

THIRD TRAIN.—Wheeling Express leaves Cincinnati A. M., for Columbus, Zanesville, Wheeling, Moore, Washington City, Philadelphia, and New York.

FOURTH TRAIN.—Accommodation leaves Cincinnati

FIFTH TRAIN.—Cleveland, Pittsburg, and Wheeling Express leaves Cincinnati at 6 p. m., for Coleridge, Cleveland, Dunkirk, Buffalo, New York, and Albany; Crestline, Pittsburg, Philadelphia, and New York; Wheeling, Baltimore, Washington (via Philadelphia), and New York.

One train on Sunday at 2:30 o'clock p. m., for Coleridge, Cleveland, Dunkirk, Buffalo, New York, and Albany.

Trains run by Columbus time, 7 minutes faster than Cincinnati.

THROUGH TICKETS.

And all information can be obtained at the Ticket Office, No. 2 Burnett House Building, W. L. O'Donoghue, Pres., 101 Front Office, Overn House, Columbus, O.

ALEX. HANNON, Ticket Agent, at the Old O'Connell Hotel.

theatrical corner Broadway and Front street, opposite Penners House; or at the Eastern (Little Miami) Depot, East Front street.

Office hours from 9⁰⁰ A. M. until 9⁰⁰ P. M.
P. W. STRADER, General Agent
THE OMNIBUS LINE

Calls for passengers at all the principal Hotels, for and every train. By leaving directions at either of above offices, will call for passengers in all parts of the city, without fail.

355. SUMMER ARRANGEMENT.

FOR THE EAST!

VIA THE

Cincinnati, Dayton, Columbus, and Cleveland Railroads to Jeffersonville and Ohio, and Mississippi River.

U. S. Mail Line Steamers Jacob Strader a
 Telegraph No. 3,
 AND THE
 CINCINNATI, HAMILTON, AND DAYT

RAILROAD!!!
Expeditious Rou
 TWO NEW YORK, BOSTON A

No other line from Cincinnati makes quicker connections to the East, and none so direct from the East by one and three-quarter hours. The time on the Cincinnati, Hamilton, and Dayton Road is the same on any other railroad in Ohio. For three-fourths of the year the road is nearly level and straight, and it is so substantially that it can be run at high speed with greater safety than other roads.

Train leaving Cincinnati, after the arrival of the Louisville Morning Cars, is on the Cincinnati, Hamilton, and Dayton Road. The Depots are one hundred yards apart, and baggage can be transferred from one road to the other, avoiding the usual

As for baggage, passengers are not detained half an hour, having ample time for dinner, without delay.

As for changes of Passenger Cars by route.

Baggage checked through to Dunkirk, Buffalo and Pittsburgh.

From Cincinnati to New York 30½ hours; to Philadelphia 31½ hours;

To Boston in 35 hours;
To Buffalo in 15 hours;
To Dunkirk in 1 1/2 hours;
To Pittsburg in 1 1/2 hours;
To Baltimore in 35 hours.
No other line from Cincinnati
to the East, and none so quick from the East by one
half hours.

LEAVING CINCINNATI.

FIRST TRAIN.—Cleveland, Buffalo and Pittsburg
press, at 6 o'clock A. M. for Dayton, Clyde, Cleve-
land, Dunkirk, Buffalo, Albany, New York and Boston.
Connects at Forest Park for Castine, Bangor, Calais,
Baltimore and New York, arrives at Cleveland 2:30.
GIVING AMPLE TIME FOR DINNER, SECURING OF SEAT
making close connection with Lake Shore Rail-
road.

FIRST TRAIN.—Leaves St. Louis at 8 p. m., for
St. Paul, Chicago, Cincinnati, Indianapolis,
SECOND TRAIN.—Cleveland and Pittsburgh Accom-
modation Express, at 9 o'clock a. m., for Cleveland, Cin-
cinnati, Buffalo, Albany, New York, Boston, Crestline and
Akron; also connects at Sandusky, with Steamers
for Detroit, and at Cleveland with steamers for
Cincinnati City and Queen o. the West, through wa-
ter landing. This train stops at all Stations.
THIRD TRAIN.—Cleveland Night Express, at 5 o'clock
p. m. for Dayton, Cleveland, Dunkirk, Buffalo, A. S.
and New York and Boston.
This fare from Louisville as low as by any other route.
East.

CAUTION.

The traveling public are cautioned against the
statements made in the advertisements of the L.

Jeffersonville Railroad Company. Among the most prominent men in the East, that there is less uncertainty as to the way of Clyde to Cleveland, and that there are no changes of cars on the Pittsburgh Express by one week than the other. Forbearance has been exercised for weeks, on the promise that these misrepresentations would be corrected; but the are still of consequence hand-bills and newspapers, making the caution necessary.

H. B. AMES, Supt. C. & H. & D. R.
E. R. PHILLIPS, Supt. C. & T. R. R.
J. C. MOORHEAD, Gen'l Agent, E. & W. R. R.
For further information, or through tickets, apply at the office of the Jeffersonville Railroad, No. 565 Broadway, or to CAPT. I. S. MOORHEAD, Gen'l Agent, at the office of Time & Tide, No. 22, Wall Street.

ing the Cincinnati train with other passengers of
ing their names at the above offices.
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**Louisville and Frankfort
AND LEXINGTON & FRANKFORD
RAILROADS.**
Through Tickets to Cincinnati
FARE \$4—GOOD FOR TWO DAYS.



TWO PASSENGER TRAINS DAILY.
FIRST TRAIN LEAVES LOUISVILLE

SECOND TRAIN leaves Louisville at 2:30 p. m. for Frankfort at Lagrange, and arrives at Lexington at 6:00 a. m. After remaining four hours in Lexington, passengers take the 3 o'clock p. m. Train of Covington and Lexington Railroad for Cincinnati, Paris, and Cynthiana, and connecting at Paris with stages for Maysville.

THIRD TRAIN leaves Louisville at 2:30 p. m. for Frankfort at Lagrange, and arrives at Lexington at 6:00 a. m. Passengers take the 5 o'clock train remaining over night in Lexington, and the 5 o'clock train next morning for Cincinnati.

Passengers by the 6 o'clock a. m. Train connect at Frankfort with stages for Salvisa, Harrodsburg, Lancaster, Lexington, Georgetown, Danville, Danville, Deville, Lancaster, Stanford, Winchester and Winchester, Mt. Sterling, Owingsville, Richwood and Restall Springs.

Stage lines continue through to Austin Spring
Orchard Springs same day.
Stages from all the above points arrive in Lexington for the evening Train from Lexington to
le.
Passengers by this route are comparatively e
from the annoyance of dust in the cars, and
through some of the richest and most highly cult
ports of the State.
For tickets and any desired information e
the Depot, corner of Jefferson and Brook streets.
and Supt. L. & F. and L. & F. R.
SAMUEL GILL

Change of Time.
DAMS EXPRESS COMPANY
 Office 545 Main street, Louisville.
 On and after Tuesday, April 19, our Messeng
 Express freight will leave Louisville for Frankfo
 Lexington in the afternoon train. Retainin
 Lexington in the morning, at 6 o'clock.
 Freight received at our office till 1 p. m.
 Our wagon will call for freight, if orders a
 at our office.
 S. A. JONES, Agt.
 Adams Express Co.
 The Baltimore and Ohio Rail



TRANSPORTATION OFFICE, August 18.

THE LATE OBSTRUCTIONS

the use of the road at Kingwood Tunnel have been removed, FREIGHT of all kinds (as well as passengers), in both directions, is now forwarded upon the schedule time. A continuation of the match is insured by the building of a new road of rail at Kingwood, by which the use of the tunnel be avoided until it is fully completed.

JOHN H. DON
Master of Transport